



Hamburg, on the Elbe, 75 miles from the river's mouth at Cuxhaven, is the largest port on the European continent. Despite its distance from the ocean, the port of Hamburg handled approximately 16,000 seagoing vessels carrying about 15,000,000 tons per annum just prior to the war.

Liverpool's foreign trade is more important to the city than its own industrial establishments. This great modern port, coupled with that of Birkenhead, directly across the Mersey, probably has the largest share of British trade with the American continent, Australia, India and Africa. Liverpool ranks only after London as a commercial port, and along its great docks it is said one can always find a ship for any port in the world. Liverpool is a shining example of the tremendous commercial value a busy port is to a city.

Rotterdam is Holland's chief commercial port and the center of the Rhine and Meuse trade of the Netherlands. This port has a system of docks and harbors among the most extensive in the world. Though shipbuilding is Rotterdam's biggest industry, the port is one of its most important assets.

London is situated 60 miles from the open sea on the Thames River and leads the cities of the world in the value of its commerce. Tonnage entering and leaving this, the world's busiest port prior to the war, totaled approximately 20,000,000 tons annually. Its coasting trade is double that of Liverpool.

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CAN BE MADE

The World's Greatest Port

Philadelphia Is One of the World's Six Great Fresh-Water Ports

PHILADELPHIA, Liverpool, London, Hamburg, Antwerp and Rotterdam all are fresh-water ports. Where freight handling and wharfage facilities are equal, shipowners prefer to use fresh-water ports. In salt water, barnacles accumulate on ship bottoms and must be scraped off at great expense. In fresh water the barnacles drop off.

Philadelphia is the best equipped port on the Atlantic seaboard in coaling facilities, fuel oil supply, fresh water for boilers and drinking, wharfage, water-front warehousing, railroad and belt-line service, crane and derrick facilities, electric current available; and *Philadelphia's port charges are lower than any of her competitors.*

By using their splendid home port facilities, Philadelphia shippers can avoid the cost of extra freight hauls, unnecessary lighterage and handling, thus attaining price supremacy in the competitive markets of the world, reached by the 23 lines of steamships now using Philadelphia as their American terminal.

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The Crew Levick Company believes in co-operative home port development. Great quantities of quality oils and greases, refined by the Crew Levick Company exclusively from Pennsylvania paraffin base crude, have been shipped from their old Mifflin street plant to all parts of the civilized world. Ever keeping abreast of the times, the Crew Levick Company is now completing on Petty's Island in the Delaware River the country's most up-to-date export shipping station, thus taking advantage of their fresh-water home port and its superior facilities.

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PORT OF PHILADELPHIA
Christian St. Municipal Pier showing modern facilities for ocean-going vessels.

PORT OF PHILADELPHIA
Speedy loading and unloading devices and belt line to water's edge.

PORT OF PHILADELPHIA
Pier No. 40 S. Delaware Wharves. Cargo of 8700 tons of raw sugar on upper deck.

PORT OF PHILADELPHIA
Loading and unloading direct from wharf to ship save lighterage expense and valuable time.

PORT OF PHILADELPHIA
View of Delaware River opposite Market St. wharf showing some of the port's ample docking facilities.